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DYFED-POWYS
POLICE AND CRIME
COMMISSIONER



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Mr Mark Burns-Williamson
West Yorkshire Police & Crime Commissioner
Ploughland House
62 George Street
Wakefield
WF1 1DL

04 March 2015

Dear Mark

Re: NPAS Operating Model

We write to express our deep concern at the proposed operating model for NPAS, outlined in your letter dated 19 February 2015.

The Section 22a agreement, which we signed in November 2014 indicated a start date of April 2015. It lays out performance targets for Priority 1 and Priority 2 calls, and specifies the operating hours for Pembrey.

The start date for Dyfed Powys to join NPAS has now been pushed back to 1 January 2016. While this allows us to continue our current service, it delays the savings we would have made by joining and does nothing to reduce our own, or public, uncertainty. In addition, the proposed model demonstrates that NPAS will fail to meet those agreed targets under the new regime. It also proposes the closure of Pembrey, which we have long insisted is needed to provide the response times for most Dyfed Powys use.

As far as we are concerned, the Section 22a agreement still stands. We look forward to NPAS explaining how they will meet their obligations under that agreement. In particular, we are clear that Dyfed Powys requires coverage by helicopter across its geography, which poses significant challenges. We would like to understand how access to air services as proposed will meet the needs of communities in the remote reaches of Ceredigion, Powys, Pembrokeshire and Carmarthen: What, for example, are the implications of the plans for response times, time

on task, costs of transit and sustaining operations in mid-Wales? What are the implications of using pilots who are less familiar with the landscape?

We are supportive of the principles of collaboration behind NPAS. We would like it to succeed. But that must not come at the expense of rural areas.

We look forward to your proposals for Dyfed Powys and ensuring that the plans offered meet the needs of our communities.

Yours sincerely



Christopher Salmon
Police and Crime Commissioner



Simon Prince
Chief Constable



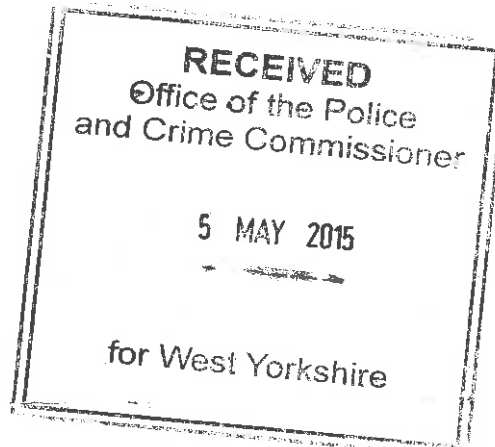
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Heddlu Police
DYFED-POWYS
Diofalu ein Cymuned - Safeguarding our Community

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Our Ref: PCC-20022015-2

Mr Mark Burns-Williamson, OBE
NPAS Chair / West Yorkshire Police
Police & Crime Commissioner West Yorkshire
West Yorkshire Police
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PO Box 9
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29 April 2015

Dear *Mr. Burns-Williamson,*

Thank you for your letter of 6th March 2015. Our apologies for the delay in replying.

We are grateful for your detailed responses and understand the significant demands NPAS places on your time. We also agree with your focus on outcomes and welcome the introduction of fixed wing aircraft as a complementary part of the NPAS service. We acknowledge that work is underway on an appropriate funding mechanism. These are important developments, but we note that they are still some way off.

We support the principles behind NPAS and see advantages in a national service of this type. That is why we signed the NPAS Agreement last year. The agreement specifies a level of service, defined in response times, a start in 2015, and provision from Pembrey. While we understand the circumstances behind NPAS's decision to meet the Strategic Board's requirement for 14% savings, the modelling provided thus far indicates that NPAS will not be able to deliver that level of service.

We accept your rationale for the delay to the start date. We would note, however, that that rationale leaves us entirely in the hands of NPAS and its ability to find the promised helicopter. Our arguments in respect of Pembrey relate to the response times. We do not understand how NPAS can meet its 20 minute response times, under the agreement, without the base. The figures quoted in your letter suggest a significantly slower response to Haverfordwest and Aberystwyth. Carmarthen and Llandrindod Wells will also receive slower responses. We would, of course, prefer to see Pembrey remain open. If

that is not possible, we would like to understand how the service proposed can meet that in the agreement or, alternatively, how we will be compensated for the changes. We will then be able to adjust our resourcing to ensure the public get the service they are paying for.

We suggest two potential courses of action. The first is that we continue to operate our helicopter until another becomes available. We understand that that now looks likely to be April 2016. This allows us to continue to benefit from the service we currently have but leaves staff in a state of some uncertainty. In order to minimise the impact on them, we would need to provide some realistic and consistent deadlines. The second course of action is for us to join NPAS as soon as possible. This has the advantage of minimising uncertainty for staff and enables us to start refining the new service soon, but is dependent on clarifying our current concerns.

In both cases we need to be clear about what is on offer. We are ready to join subject to satisfactory confirmation of the helicopter type available and response times, a reduction in cost commensurate with the service, and answers to the questions below. We do not want to begin an agreement against the backdrop of running disputes.

We look forward to hearing from you and suggest a call or video conference would provide a convenient way to discuss this in more detail.

Yours sincerely



Christopher Salmon
Police and Crime Commissioner



Simon Prince
Chief Constable

Cc: Dee Collins, QPM
T/Chief Constable, West Yorkshire Police

Questions:

- Response times
 - What allowance has been made for military training areas in calculating times?
 - What allowance has been made for weather over mountains?
 - Do fixed wing response times assume the aircraft is circulating above Llandeilo?
 - How long is the fixed wing response time from East Midlands Airport?
 - What is the flight endurance of the upgraded EC135?
 - How long will helicopters have on task in Welshpool, Aberystwyth, Carmarthen and Haverfordwest?
 - What refuelling plans do you propose? Where? What hours will they operate?
 - Would a trial of the retention of Pembrey as a forward operating base benefit NPAS?

- Helicopter
 - Please confirm the you will have an EC145 in Hawarden and an EC135 in St Athan
 - Will all helicopters be fully equipped for night flying?
 - Will helicopters be able to carry
 - firearms officers
 - stretchers/medics
 - dogs?

- Cost
 - How will NPAS compensate DPP for longer response times?
 - How will NPAS compensate DPP for additional transit costs?

